



Downtown-Diridon Community Working Group Meeting

Date of Meeting: July 14, 2020 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Carol Austen, Jeffrey Buchanan, Jim Goddard, Dana Grover, Scott Knies, Chris Morrissey, Bert Weaver, and Alan Williams

Members not in Attendance: Teresa Alvarado, Elizabeth Chien-Hale, Larry Clark, Charlie Faas, Adina Levin, and Nikita Sinha

Other Speaker Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Ron Golem (VTA), and Takis Salpeas (VTA)

Project Team in Attendance: Kate Christopherson (VTA) and Joseph Clayton (VTA)

Project Team not in Attendance: Jill Gibson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Berryessa Extension Opening
- Phase II Update
- Related Planning Efforts
- Community Outreach
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- Send Kerry Hillis (BART) contact info
- Describe how the relocation of the 17th Street fire station to 13th Street will affect the 13th Street vent structure, if at all.

Comments, Issues and Questions	Response
Follow-Up Items	
A Downtown San José station entrance on the southside of Santa Clara Street is not limited due to engineering. VTA doesn't want a southside entrance. The response on the Follow-Up Items slide is misleading.	Comment noted.
CWG Member Report Out	
The City of San José bought a parcel at 13th Street and Santa Clara Street to relocate the 17th Street fire station. How will that affect this project, especially the 13th Street Vent Structure?	VTA is coordinating with the City on this. We will have more information in the future.
The Arena Authority sent a letter to the California High-Speed Rail Authority in response to the draft EIR/EIS for the San José to Merced section. The tone of the letter continues to promote engaging all stakeholders as we continue to work towards a comprehensive project plan for the major transit systems to the San José Diridon Station/SAP Center at San José.	Comment noted.
Berryessa Extension Opening	
What is ridership like for the two new stations and was it affected by COVID?	BART system ridership is down 80 percent. These are unprecedented circumstances, so it is not appropriate to look at ridership numbers and make conclusions right now.
[Public] The connection between the Montague light rail platform and the Milpitas BART station is horrible. The Google Maps estimate is wrong. I hope this isn't the case at Diridon in the future.	Comment noted.
Phase II Update	
Beyond transit-oriented development, will there be any other Public Private Partnerships (PPP) for this project?	VTA is considering Design Build Finance and seeking guidance from FTA.
How much is design still flexible after VTA submits its EPD application? The community hasn't seen any details for stations, platforms, vent structures, etc.	Design is at 15-20 percent (i.e. schematic level). VTA has a good sense of platforms since they are in the tunnel contract. VTA is still designing stations/headhouse.
28th Street/Little Portugal station is very different from the other two underground stations. How is VTA dividing the station/Contract 4 budget between the three stations?	VTA determined it is better for contractors to put all stations into one Design Build package. The contractor will determine how to allocate resources between the four stations.

Where does the 13th Street Vent Structure fall in the contracts?	Vent structures are in Contract 2.
Based on slide 22, VTA will have more updates on engineering for vent structures in early 2022?	Yes, stay tuned.
[Public] In 2018, VTA was planning for a 45-foot single-bore tunnel at around \$4.7 billion. Then the project went up to \$5.6 billion for a 55-foot tunnel. Now VTA is back with a 45-foot tunnel, but the cost hasn't gone down. The current estimate is \$6.9 billion. Why is this?	The current tunnel is approximate 48-feet wide. The cost estimate now includes unallocated contingency and financing, which the two other estimates did not include.
[Public] London's Crossrail has seven new underground stations. All were designed and built by different contractors.	Comment noted.
[Public] Will Diridon Station platforms be stacked or side-by-side? If stacked, which direction will the platforms be facing, north or south? Will passengers coming from the SAP Center need to cross Santa Clara Street to access the station?	Diridon Station platforms will be stacked, and the platforms will face south. Passengers will have to cross Santa Clara Street from the SAP Center to access the Diridon BART station.
Related Planning Efforts	
No comments or questions noted.	
Community Engagement	
When will the Small Business Resources Study start up again?	We have done everything for the study up to the business survey/interviews. VTA is being sensitive during these unique times. We welcome any feedback on survey timing.

Next CWG Meeting:

September 15, 4:00 PM, Zoom

Prepared by Kate Christopherson (VTA)

Concurred by Joe Clayton (VTA)

Distribution: CWG

Project Team

City Staff

Distribution list